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CORONET

March 7th, 8th and 9th, 1919.

DOROTHY GISH

IN

"SUSAN ROCKS THE BOAT."

BILLY WETT

IN

"CUPID'S RIVAL."

BRITISH GAZETTE NO. 492.

Booking at ROBINSON'S.

SPORT.

TENNIS.

HONGKONG C.C. TOURNAMENT.

N. E. Kent advanced his first stage in the open Championship Singles of the Colony by beating A. B. Raworth last evening in three straight sets. Kent won the first set fairly comfortably, but Raworth made a very grim fight for the next, which went to 30 games before a decision was reached. The third set also saw Kent going all out to win.

Of the two Club handicap Mixed Doubles matches played, that in which Miss Hastings and G. A. Hastings beat Mrs. Holborn and her husband produced the keener struggle. The Holborns made an extremely good fight against a heavy handicap.

Yesterday's results were as follows:

OPEN SINGLES.

N. E. Kent beat A. B. Raworth, 6-4, 11-9, 6-4.

CLUB HANDICAP DOUBLES.

H. A. Macaulay and Capt. D. Wahl (rec. 15-1) beat J. H. Congdon and C. S. Johnston (rec. 15-3), 6-3, 6-2.

CLUB MIXED HANDICAP DOUBLES.

Mrs. Dreaper and C. Thorne (rec. 3-0) beat Miss Elaine Johnston and E. A. Macdonald (rec. 15-3), 6-1, 6-4.

Miss Hastings and G. A. Hastings (rec. 5-0) beat Mrs. Holborn and Pay Lieut. Holborn (rec. 15-3), 6-4, 7-0.

TODAY'S MATCHES.

The following matches will be played to-day:—

Open Championship Doubles—F. A. Redmond and N. E. Kent meet V. Yvancovich and J. M. J. Lopes.

Club Mixed Doubles—Mrs. Black and A. More (rec. 3-0) meet Mrs. Bernard Brown and L. Forster (rec. 4-0).

Club Handicap Singles, Class "A"—S. E. Green (rec. 3-0) meets Major Arduno (rec. 2-0); A. H. Crook (rec. 4-0) meets M. R. D. Journal (rec. 15-1); Lieut. Col. Crisp (rec. 2-0) meets Lieut. Comdr. Crocker (rec. 15-1).

Club Handicap Singles, Class "B"—Lt. Col. Coles (rec. 3-0) meets C. B. Brown (rec. 15-3).

ASSOCIATION FOOTBALL.

HONGKONG LEAGUE—DIVISION I.

ROYAL NAVY, 4; R.E., 0.

This match was played yesterday evening on the Navy ground. The sailors had a strong team out, but the Army was weakly represented and played a man short throughout.

The Navy were early aggressive, and Betts, the R.E. custodian, was called upon to save in the first few minutes of play. Bloomfield headed clear from a corner, and then Pasall gained possession, and after a good effort, sent in rather a weak shot which failed to score. A break-away by the Navy followed, and Betts was again called upon. He let the shaky clearance by Crocker, but let the soldiers in, but a corner was the only result. "Hands" by Warren gave the Engineers a penalty, but Townsend, who took the kick, failed to get the ball past Crocker. Afterwards Pasall got through the Navy defence and took the final effort. Betts next failed clear from a dangerous movement by the Navy forwards, and afterwards Waller nearly succeeded in opening the Army account, owing to Crocker coming out of goal and failing to gather the ball, but when the interval arrived the score-sheet was blank.

Shortly after the resumption of play, Millard missed a fine chance to score from a pass by Waller. The first goal was the result of a penalty awarded for handling. McNeven taking the kick and scoring for the Navy. The sappers had held their own up to this point against a superior team; indeed, had they made the most of their opportunities in the first half they might have won. After this, however, they fell away considerably, and the Navy had decidedly the better of the exchange. As the ball was entering the net shortly after this, with the goalkeeper out, Heath as a last resource handled it, and another penalty was awarded. McNeven again took the kick, but this time Betts was in the right place and effected a good save. Shortly afterwards, however, Neal added the second goal to the Navy score with a good shot. McNeven, who had been working hard, claimed the Navy's third goal with a good shot at close range. He followed this up with another, which he obtained by neatly tricking Blumfield. There was no more scoring, the Navy thus winning by four goals to love.

HONGKONG SHIELD FINAL.

HONGKONG F.C. v. SOUTH CHINA ATHLETIC.

The following have been selected to represent the Hongkong F.C. in their match with the South China Athletic Club, at 2.30 p.m. on the Club ground:—G. Rodger; F. W. Black and J. McCubbin; T. R. Chaswell, J. Stewart and J. D. Carriere; A. H. Clark, B. Pascoe, D. Reichelmann, H. McTavish and E. Ellis.

KOWLOON v. STAFF AND DEPTS.

The following team will represent Kowloon F.C. in a second division league match versus Staff and Depts. to-morrow, kick off at 2.30 p.m. sharp, on the Military ground:—V. E. M. de Britto; A. Jackson and C. P. Cave; A. van Langenberg; C. White and A. Simmonds; F. Wheeler, J. Rasmussen, T. L. Knight, W. Hyder and H. Tatum. Reserves:—B. A. Hyder and K. Mason.

(Continued at foot of next column.)

A SAILOR'S MATRIMONIAL TROUBLES.

A WIFE WHO WOULD NOT COOK.

At the Magistracy, yesterday, before Mr. J. R. Wood, a Chinese woman sued her husband for maintenance.

Complainant stated that her husband left her in March, 1918, and did not continue to support her after that. The prosecution alleged that the woman left her husband because she feared that, as he had sustained a broken arm, she might have to maintain him.

Mr. Leo d'Almada appeared for the husband.

The woman stated that when her husband left her she continued living in the same house, acting as amah to the principal tenant's children as she was unable to pay the rent.

The principal tenant stated that the wife and husband had lived together happily for some time.

The defendant stated that when he met with an accident it was feared that he would be disabled for life. His wife then left him, as she was under the impression that she would have to support him.

Another witness stated that defendant had always complained that his wife did not cook for him. Witness was present at some of the quarrels between the couple.

Mr. Wood thought the husband deserted the woman, with whom he quarrelled because she did not cook for him.

Mr. Leo d'Almada contended that it was quite obvious that the woman deserted the man, otherwise she would have searched for him long before he secured a billet.

Mr. Wood: He was not worth searching for before he obtained a job. I will make an order that he pay his wife \$7 a month, commencing from March 1st. Complainant: Suppose he does not pay me. What should I do?

Mr. Wood: First payment to be made forthwith.

Complainant: I have not got the money.

Mr. Wood: You will have to get it.

"I AM HE."

At the Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with stealing a bamboo hat. Defendant stated that he picked up the hat from a side-channel in Shanghai Street.

The Magistrate: Do you want to call a witness?—Defendant: Yes. What is his name?—Ah Kum. Is he in the Court?—Yes.

Where is he?—Defendant struck his breast, and called out loudly: "I am he."

Mr. Wood: Twenty-one day's hard labour.

ALLEGED CARELESS BLASTING.

At the Magistracy, yesterday, before Mr. J. R. Wood, two Chinese were charged with carrying out blasting operations in a negligent manner.

It was stated that blasting operations were being carried out in Tsai Tso Mui Government Quarry, and as a result of the defendants' negligence, a passer-by was struck on the thigh by a stone which fell down the side of the hillock. Mr. Wood remanded the case.

A GAMBLING RAID.

At the Magistracy, yesterday, twenty-nine Chinese were charged with gambling. The defendants were found playing *yan-tan* on board the Hongkong and Macao Steamboat Company's lighter, and Sergeant Doring and a party of Chinese constables arrested them. Mr. Lindsay fined each defendant \$3.

HOCKEY.

UNITED SERVICES LEAGUE.

H.K.D.C., 4; 83rd Co. R.G.A., 2.

This game was played at Happy Valley yesterday. McKennie opened the scoring for the Corps, Wood following with two more goals before the interval arrived, the Defence Corps being then three up. In the second half Wood was again prominent, scoring his third goal after a fine individual effort. Middleton responded for the Army, and towards the end of the game the 83rd Co. had more goals than the Defence Corps, but the Defence Corps winning by four goals to two.

CRICKET.

UNIVERSITY v. CRAIGENGOWER.

This league match will be played to-morrow at 2.15 p.m. on the University ground. The teams will be as follows:—University:—A. H. Rumball, W. Gittins, M. P. Chon, R. A. Fensomby, F. G. E. Marley, O. H. A. Toon Lok, Lim Keng Sim, J. D. Wright, D. K. Samy and B. A. Hasto. Craigengower:—R. Bass (capt.), F. Thompson, W. Hall, L. Lammert, A. Aruilli, D. Rumball, G. Manley, U. Omar, M. Abbas, S. Jex, and A. Golden.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, February 19th.

CHINA AND JAPAN.

Newspaper stories, to use an American phrase, have been told in the capital with such a bewildering succession this past week that most correspondents have become completely satiated. Political developments which might have been treated daily for a week and longer have to be dealt with at once, and then fall to mere paragraph dimensions by reason of other sensations calling for ventilation.

Take the Obata incident with its suggestion of Japanese control over the Chinese delegates at the Peace Conference. So far as Peking and Tokyo are concerned, the incident would appear to be closed, but the echoes are still being heard. Statements by Viscount Chinda and Baron Makino, intended for consumption in Europe, have been telegraphed here. These are interesting for the manner in which they contradict the Tokyo Foreign Office, while the pronouncement of the latter does not tend to confirm the statements of Mr. Obata himself. Briefly, they deny that any threat or hint of a threat was ever made by Japan to China, and give historical accounts of events since 1895 which will, no doubt, give the Chinese and foreign critics much joy for the opportunities they present of refutation. Such statements may make some impression in Europe, where the facts are not allowed the widest publicity, but America will not be so easily cozened, judging by the cablegrams which have come from Washington and New York.

The Southern delegates at the Peace Conference are likewise not to be humbugged by modified reports. Tang Shao-yi has telegraphed to Peking that the terseness of the Acting Minister of Foreign Affairs' cabled communication that the report of the Japanese Minister's visit to the Waichiao, which appeared in the Chinese Press on February 10th, makes it impossible for him to understand the communication. This is, perhaps, to be expected. Mr. Chen Lu is doubtless carrying out Cabinet wishes and not expressing his own statements when transmitting the message. The report in question was an official one issued to the Chinese Press. It was a modified report and contained none of the sensational elements which characterized those appearing in the foreign Press. By this camouflaged statement it was hoped to allay Japanese resentment at the publicity which had been given to the incident, and also to calm the public. One may doubt its success in either respect. The Southern delegates will want to know more about the visit and its bearing on the relations between the two countries.

Perhaps the next most important development was the decision to divulge the "several treaties existing between China and Japan to the Peace Conference. This decision represents a distinct triumph for the President, whose persistence, backed by foreign sympathy, obliged the pro-Japanese section of the Cabinet to give way and agree to the publication of the agreements. Documents relating to the Twenty-one Demands of 1915 and to the Sino-Japanese Military Convention of last year were carried by the delegates when they left Peking. Rumour hath it that copies of these were stolen from the Envoy himself while passing through Japan. The story will not die down despite official denials. In accordance with the decision of the President, the Cabinet and the Waichiao, on Saturday, the texts of the agreements relating to the railway extension in Shantung, Manchuria, and Mongolia, the Kirin forest, the Mines loan, and the co-operative working of the Kiao-chau-Yunnan Railway, adding that there were no other agreements between the two countries, secret or otherwise.

Then came the publication—how accurate is not known—of the Shantung Railway agreement, which proved that it was no mere commercial agreement, as asserted by Mr. Obata when interviewed, but a political instrument of great value in the hands of the Japanese. Its terms have been described as outrageous.

Accompanying all this interest in Sino-Japanese relations was lively speculation regarding the unpaid balance of seven million yen under the War Participation Bureau Loan. When Mr. Obata visited the Waichiao he indicated that the Chinese Government could ratify this agreement, and that, as it seemed expedient, it was felt that the militarily-dominated Cabinet would do its utmost to secure the money. On

Saturday the Cabinet did actually decide that the Japanese Legation be asked to order the continuation of the payments. This decision was only transmitted this afternoon. Prior to this date the money had been handed over. Knowledge of this fact explains the Japanese desire to have the agreement ratified.

Still, all things considered, the outlook is brighter than it was a week ago. President, Premier, and Publicity have triumphed. The people may yet be adequately protected.

RAILWAY CAR SHORTAGE.

Complaints have long been made regarding the car shortage on the Peking-Hankow Railway, which, though had in itself, was rendered worse by the discrimination exercised by the Ministry of Communications in favour of a single firm. Matters have come to such a pass that the Allied Ministers have had to protest in an identical Note, which they addressed to the Chinese Government on Thursday afternoon. The Note attributed the shortage, which was responsible for injury to foreign trade interests, to the use of the cars for military purposes and to the fact that the Ministry of Communications had placed the majority of the cars available at the disposal of a single firm. Tiao Ju-lin's reply will be awaited with interest. The complaint, it should be stated, was considered to be long overdue.

PEKING NOTES.

It is reported on good authority that the Bank of Communications is prepared to resume specie payment, but that the Bank of China is not quite in the same comfortable position. Undoubtedly, it would be wiser policy that specie payment should be resumed simultaneously, and the moratorium, which has been in operation for nearly four years, lifted. The notes stand at 75, and the tendency is still upward. Some days ago it was announced that the redeemed notes, which have already been cut, were to be publicly burned. This wastefulness is, perhaps, to be condoned by the effect which it would have on the public, by restoring confidence in the two banks, but it does seem extravagant in these days of paper shortage to destroy paper of such exceptional quality which might be used for other purposes.

OPIMUM SUPPRESSION.

Opinion in London agrees with advanced foreign and Chinese opinion in China that only by restricting the cultivation of the poppy outside of China to legitimate medicinal requirements can smuggling be prevented and the drug habit eradicated in this country. This is the policy of the newly-formed International Anti-Opium Association, whose constitution was formally adopted on Wednesday. In this connection it should be pointed out that the mandate issued by the President last night enjoining officials to carry out the law in the matter of prohibiting the cultivation of the poppy and preventing smuggling was couched in stronger language than His Excellency has hitherto adopted. He did not adopt the old Imperial warning "Tremble and obey," but he got very near to it. The concluding sentence was: "Let all remember this with awe."

A GIGANTIC SQUEEZE.

The gigantic "squeeze," which some Chinese official in the Salt Gabelle attempted to put over the merchants of four provinces, and which was promptly exposed in the Shanghai Press, has not yet resulted, so far as I can learn, in any dismissals, though I was assured, on Saturday, that the document in question had been seen by a prominent official. It bore the date of December 18th. Its cancellation was dated February 4th. This is another mystery which will probably not be cleared up until there is a quarrel somewhere.

PERSONAL.

General Munthe, the Commandant of the Legation Defence Police created by the Chinese Government, was married to-day to an English lady, the widow of Major Grantham, one of the contemptible British army, who was killed at Mons. Congratulations are being extended to the genial Norwegian officer.

ALLEGED THEFT ON THE HIGH SEAS.

At the Magistracy, yesterday, before Mr. R. E. Lindsay, a respectable-looking Chinese youth was charged with stealing Rs. 1,400 from another Chinese. Mr. J. H. Gardner appeared for defendant. Both defendant and complainant were passengers on board a steamer bound from Batavia to Hongkong, and the theft is alleged to have been committed on the high seas. Information was given to the Police on arrival, and defendant was arrested with several Hongkong banknotes, the presumption being that he changed the rupees into local currency. Mr. Lindsay remanded the case.

HONGKONG LEGISLATIVE COUNCIL

A meeting of the Legislative Council was held in the Council Chamber, yesterday. There were present:

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, Hon. Mr. CLAUD SEVERN, C.M.G.

HIS EXCELLENCY MAJOR-GENERAL F. VENTRIS (General Officer Commanding Troops in China).

Hon. Mr. A. G. M. FLETCHER (Colonial Secretary).

Hon. Mr. J. H. KEMP, K.C., C.B.E. (Attorney-General).

Hon. Mr. C. McI. MESSER, O.B.E. (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. E. R. HALLIFAX, O.B.E. (Secretary for Chinese Affairs).

Hon. Mr. E. D. C. WOLFE (Captain Superintendent of Police).

Hon. Mr. D. LANDALE.

Hon. Mr. LAU CHU PAK.

Hon. Mr. P. H. HOLYOAK.

Hon. Mr. HO FOOK.

Mr. A. DYER BALL (Clerk of Councils).

PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table Sessional Papers, Nos. 1 and 2—Journals List for 1919, and the Quarterly Return of Excesses on Sub-Heads met by Savings under Heads of Expenditure.

FINANCE.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table Financial Minutes 11 and 12, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and this was agreed to.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid upon the table report of Finance Committee No. 2 and moved that it be adopted.

The COLONIAL TREASURER seconded, and this was carried.

HONGKONG AND THE IMPERIAL AIR SERVICE.

Hon. Mr. P. H. HOLYOAK asked the following questions of which notice had been given by the hon. member representing the Justices of the Peace, the answers being read by the Colonial Secretary.

Q.—Will the Government draw the attention of the Right Honourable the Secretary of State for the Colonies to the importance to the Colony of Hongkong of its being made one of the Stations in the proposed Imperial Air Service which is being inaugurated?

A.—This Government has addressed the Secretary of State on the subject of the policy to be pursued by the Colony in this matter.

Q.—Will the Government consider the advisability of reserving a large area in the North Western portion of the plain in the middle of which the Sheung Shui Railway Station is situated for the purpose of an aerodrome?

A.—The question of a site for an aerodrome is being kept in view. It is not possible to make any pronouncement on the subject.

NON-FERROUS METAL INDUSTRY ORDINANCE, 1918.

The ATTORNEY-GENERAL moved the second reading of the Bill intituled, An Ordinance to restrict temporarily the persons who may engage in business connected with certain non-ferrous metals and metallic ores. In doing so he said:

This Bill is part of the Imperial policy of protecting certain essential businesses in raw materials during the period after the war. The object is to prevent those persons, who are now our enemies from making attacks on such essential businesses and on the possession of such essential raw materials when the war comes to an end and when they shall cease to be of the status of enemies. Our experience has shown that such commercial attacks have been made the basis of political action in the past. The general idea of the Bill is to provide that no trade shall be carried on in the metals and ores to which the Bill relates without a licence from the Governor-in-Council, and the intention is that a licence shall not be given to any person who is now, or has been, an enemy subject, or to any firm or corporation which is under the control of persons who now are, or have been, enemy subjects. Provision will be made in the regulations to be drawn up under the Bill for exempting businesses which only

do a small amount of business in these particular non-ferrous metals. The Bill is based on the United Kingdom Non-Ferrous Metal Industry, 1918, and differs from that Act only in certain minor details. Power is taken to search the premises of persons carrying on business in these metals and ores in order to ascertain if the business is subject to the control of persons who are now enemy subjects. There are certain other supplementary provisions into which I do not think it is necessary to go more fully at this stage.

The COLONIAL SECRETARY seconded, and the Bill was read a second time.

Council went into Committee to consider the Bill clause by clause.

In Clause 9 the words "nickel" and "aluminium" were added so that the clause should read "The metals and ores to which this Ordinance applies are zinc, copper, tin, lead, nickel and aluminium, etc., the Attorney-General explaining that it was first thought that nickel and aluminium might be omitted because there was practically no trade done in those metals. It had been thought better since, however, to add them in case business should be done in such metals in future.

In the last paragraph of the first schedule of the Bill the words "or a citizen" were omitted and the year "1918" was changed to "1917," so that the paragraph should read "The term 'prohibited person' includes every person who is or at any time has been a subject of any State which on the 31st day of December, 1917, was at war with His Majesty." The Attorney-General remarked that the words "or a citizen" coming after the word "subject" did not appear in the English Act and did not add anything to the meaning of the clause. With regard to the date, it had been pointed out that possibly there might be some argument on the construction of this Ordinance as to the effect of the Armistice on the position of persons to which the Ordinance referred. If the date, 1917, was taken there would be no doubt that the persons aimed at were then enemies.

Council then resumed and the Attorney-General moved the third reading of the Bill as amended.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

BANKING BUSINESS (PROHIBITED CONTROL) ORDINANCE, 1919.

The ATTORNEY-GENERAL moved the second reading of the Bill intituled, "An Ordinance to prohibit the carrying on of banking business for the benefit of or under the control of certain persons." In doing so he said:—This is another part of the same policy which the Bill just passed deals with—of protecting essential businesses from attempts by persons who are now our enemies to gain control of these businesses after the war. The general idea of the Bill is to prohibit the carrying on of any banking business within the Colony by any person who now is, or has been, an enemy subject, or by any firm or corporation which is under the control of persons, who now are, or have been, enemy subjects. It is made an offence, punishable by fine or imprisonment, to carry on any such business, and powers are given for search, inspection and seizure, with a view to the detection of any contravention of the Ordinance. Power is also given to the Governor-in-Council to order any business so carried on to be wound up, and the Governor-in-Council is given power to draw up regulations defining the methods by which such winding-up shall be carried out. It might have been possible to provide in the Bill for the exact method of winding up, but it would have been a very lengthy matter and it would be very difficult to foresee all the points which might arise. It is hoped that the fact that the Ordinance makes it an offence to carry on such a business will prevent any attempt at contravention of the Ordinance, and that no winding-up orders will be necessary.

The COLONIAL SECRETARY seconded, and the Bill was read a second time.

Council then went into Committee to consider the Bill clause by clause.

In Clause 2 the words "or a citizen" were omitted and the date, 1918 was changed to 1917.

There were no further amendments and, upon Council resuming, the Attorney-General moved that the Bill, with this modification, be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

SUMMARY ORDINANCE, 1919.

The ATTORNEY-GENERAL moved the second reading of a Bill intituled, "An Ordinance to amend the Summary Offences Amendment Ordinance, 1918." In doing so he said:—This Bill proposes to repeal Section 20 of the Summary Offences Amendment Ordinance, 1918. That section imposes on contractors in certain cases criminal liability for acts of other persons, including acts of persons who are not their servants. It was thought at the time, that the peculiar circumstances of the cases and of the place justified imposing that vicarious criminal liability, but certain objections have been pointed out by the Secretary of State and it is realised that the principle is carried a little too far in that section. It is therefore proposed to repeal it.

The COLONIAL SECRETARY seconded. Council went into committee to consider the Bill clause by clause. The Bill passed through committee without amendment, and, upon Council resuming, the Attorney-General moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

UNION INSURANCE SOCIETY OF CANTON, LTD. (CAPITAL CONVERSION ORDINANCE, 1919.)

Hon. Mr. P. H. HOLYOAK moved the second reading of the Bill intituled, "An Ordinance to authorise the Union Insurance Society of Canton, Limited, to convert its silver capital into gold." In doing so, he said:—This is a Bill to authorise the Union Insurance Society of Canton, Limited, to convert its silver capital into gold by a special resolution to that effect to be passed by the shareholders. The Society, as is well-known, is one of the oldest established British Companies in the Far East, dating back to 1835. From a small local concern it has developed into one of the premier institutions of its kind in the world. Its income in the last ten years has increased by over 150 per cent. and, as the greater bulk of its business is now carried on in countries where a gold currency prevails, it is essential that its capital should exist in sterling.

Hon. Mr. LAU CHU PAK seconded, and the Bill was read a second time.

Council then went into Committee to consider the Bill clause by clause. The Bill passed through committee without amendment, and, upon Council resuming, Hon. Mr. P. H. HOLYOAK moved that the Bill be read a third time.

Hon. Mr. LAU CHU PAK seconded, and the Bill was read a third time and passed.

Council then adjourned sine die.

SURRENDER OF THE GERMAN FLEET.

"THE CREWS NOT AT ALL ASHAMED."

DESCRIPTION BY AN EYE-WITNESS FROM HONGKONG.

The following interesting description of the surrender of the German Fleet is from a letter written by Mrs. Ralph Wilkinson, wife of Commander R. W. Wilkinson, R.N., who is well known in Hongkong:—

"R. went out to escort in Admiral Meurer in the *Kontberg*, stayed near his ship all night, and escorted him out again. Then came an inspection in the destroyers' pens (or small dockyard) by the King, during which he made a special speech to the destroyers' crews, and was very gracious, as usual.

"The next day I had an invitation to go out in a tug to Inchoith and see the German Fleet brought in by ours. I left at 7.45 a.m. in a friend's car and we got on board the tug at 9.15 from Rosyth, and we steamed triumphantly under the Forth Bridge (a thing I never thought I would do), and anchored at Inchoith. There were about eighty of us all told, all except three of us—Post Captains' and Admirals' wives, so you see how lucky I was to have got on board. At ten o'clock we first saw smoke, and then gradually, as far as the eye could see, ships in all directions. First the big ships, and finally came Commander Tweedie with 170 Destroyers. I shall never forget it; it made us all speechless with emotion. We had all suffered for many years from the menace of the German Fleet, and there it was, docilely answering to our call.

"When the ships had all anchored we went up and down the lines and quite close to the Germans. Their officers mostly disappeared when they saw us looking, but the crews weren't at all ashamed, and kissed their hands and grinned.

"We returned at 6.30, but R. and others remained on board a German Destroyer next day. They found that the crew had thrown their Captain overboard three days before. The ship was filthy and the bluejackets openly mutinous to their officers. The Mess deck was floating in spilt beer and coagulated dirt, and the guns were too rusty to be moved."

SOLICITOR AND HIS CLERK.

INTERESTING TERMS OF AGREEMENT.

In the Summary Court, yesterday, before Mr. Justice Melbourne, Mr. R. C. Faithfull, solicitor, claimed \$205.35 from Chan Chun San, a clerk formerly employed by him.

Mr. R. C. Faithfull appeared in person, and Mr. W. B. Hind represented the defendant.

Mr. Faithfull explained that he engaged the defendant on the recommendation of a former clerk, on the understanding that he was to receive no salary but a commission of 20 per cent on all the work which he brought into the office. The defendant further agreed to act as his financier, and advance him any sums he might have to expend on account of work which the defendant brought in, and also pay any sums due from clients whom he introduced if those clients did not pay. In May, 1918, he appeared for a Chinese in case No. 496, Messrs. d'Almeida and Mason being on the other side. The case came on several times, and at last Messrs. d'Almeida and Mason proved their case, obtained judgment and had their man arrested. Somehow, the defendant got into touch with the arrested man, and asked Mr. Faithfull to pay \$100.00 for his release, out of certain moneys which had been collected on account of another case. Mr. Faithfull did as requested. The same night the released man and the defendant came to his house, and, renewing their expressions of gratitude, promised to return the money to him. Shortly after, on account of certain discoveries which Mr. Faithfull made, the defendant left his employ somewhat abruptly. After defendant's departure, a woman in West Point, who owed Mr. Faithfull some money, produced a receipt signed by the defendant. Mr. Faithfull sent for the defendant, threatened him, and so got his money back. Some time later, Mr. Faithfull discovered certain defalcations and obtained a warrant for the defendant's arrest, only to find that the man had fled to Canton. In November, last year, a friend of the defendant begged Mr. Faithfull to withdraw the warrant, and he allowed himself to be persuaded, and was paid \$100 on account of the money due from defendant. The sum of \$40.20, which he claimed, was the difference between the \$100.00 he had paid to release the man and the \$100 paid to him by defendant's friend. The \$133.70 he claimed was his share in a case brought to him by the defendant, which the latter was bound to pay to him, according to their agreement, the defendant having failed to pay. (The third item of his claim, \$31.45, was a sum which he had given the defendant to pay to a certain client, which sum had not been so paid.

The defence is that Mr. Faithfull, having received the sum of \$200, thereby agreed that amount should be regarded as full settlement of the claim.

ACCUSED TURNS ACCUSER.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, a Chinese was charged with disorderly conduct in Wallington Street.

A Chinese Police Reservist stated that, while returning from band practice, he noticed defendant and another man, both arrested, fighting in the road. A large crowd had collected, and witness went up to the combatants and arrested defendant, who strenuously denied taking part in the fight. Witness charged him with causing a disturbance, and then defendant gave him a lot of trouble. The other man escaped.

Defendant alleged that the other man had been allowed to escape because he was a friend of complainant's and had rescued several times. On those occasions complainant used threats towards him.

The Police Reservist emphatically denied the allegation.

Mr. Lindsell bound defendant over to the next day.

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SPECIAL SHOW

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ELEGANT EVENING

GOWNS.

THE NAVAL PEACE TERMS:

ENEMY NATIONS TO LOSE THEIR NAVIES:

HELIGOLAND FORTIFICATIONS TO BE DESTROYED:

KIEL CANAL FREE TO ALL NATIONS.

HOLLAND READY TO RESIST LOSS OF TERRITORY.

PLEA FOR A "NATIONAL INDUSTRIAL COUNCIL,"

EARLIER CABLES
(THROUGH REUTER'S AGENCY.)

THE PEACE TERMS.

COMPLETE DISARMAMENT OF ENEMY NAVIES

LONDON, February 28th

The Times Correspondent at Paris states that the naval terms of the preliminary peace treaty are practically identical for Germany, Austria, Turkey and Bulgaria, and will provide for complete disarmament.

GERMANY.

The Germans will be called upon to hand over the battleships *Oldenburg*, *Thüringen*, *Ostfriesland*, *Heligoland*, *Posen*, *Westfalen*, *Rheinland* and *Nassau*; the cruisers *Pillau*, *Gründau*, *Regens*, *Burg*, *Stralsund*, *Strassburg*, *Angsburg*, *Welling* and *Stuttgart*; also ninety-two modern torpedo boats.

THE KIEL CANAL AND HELIGOLAND.

The Heligoland fortifications and harbours will be destroyed at the Germans' own expense. The fate of the island itself will be decided by the Peace Conference.

All fortifications defending access to the Baltic will be razed.

The Kiel Canal will be open to warships and merchantmen of all nations.

AUXILIARY VESSELS AND MERCHANT CRUISERS.
Thirty-one German and forty Austro-Hungarian merchant cruisers and auxiliary vessels will be treated as merchantmen.

THE CABLE SYSTEM.

The German cable system, comprising fourteen cables, will be returned to the previous owners.

WIRELESS STATIONS.

The wireless stations of Naue, Hanover, Berlin, Vienna, Budapest and Pola will be restricted to commercial use.

AUSTRIA.

Thirteen battleships, twelve cruisers, seventy torpedo boats, thirty-three sub-marines, and twelve Danube monitors of the Austrian Fleet will be handed over to the Allies.

TURKEY AND BULGARIA.

The Turkish and Bulgarian warships will be treated similarly.

BELGIAN CLAIMS

HOLLAND DETERMINED TO RESIST THEM.

THE HAGUE, February 28th.

In the Second Chamber, the War Minister, replying to the debate on the Army Estimates, said that disarmament at present would be most dangerous. The Army must be prepared against any attempts to annex parts of Holland. Measures would be taken with a view to a second mobilisation, if that were necessary. Partial demobilisation did not mean that Holland would have to allow Limburg and Dutch Flanders to be torn from her like fleece from sheep.

THE LABOUR CONFERENCE.

MR. HENDERSON'S RESOLUTION.

LONDON, January 28th.

Mr. Arthur Henderson moved a resolution for the appointment of a Committee of employers and employees, including women, to consider the present crisis, and, subsequently, for the appointment of a National Industrial Council.

He warned the Conference to remember that all industries were not represented by the "Triple Alliance" (the three Unions—of miners, railwaymen, and transport workers—mentioned by Mr. Thomas) and, therefore, suggested the appointment of a temporary Committee, consisting of thirty members each of employers and employees to deal with existing problems.

Mr. Stuart Bunting, Chairman of the Trades Union Congress, seconded, declaring that this was no attempt to sidetrack the negotiations at present proceeding between the Government and particular trades.

FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

SOUTHERN MILITARISTS AN OBSTACLE TO PEACE.

PEKING, February 26th.

A High Chinese official has given expression to optimistic views regarding the outcome of the Peace Conference. He attributes the delay in solving the military problem to the military element in the Southern party, which continues to evade the issue. Disbandment must be carried out comprehensively. The Conference must devise means to give effect to its decision in this respect. The President must not be blamed for not acceding to the Southern demands respecting the National Defence Army, while the Conference declines to take up the consideration of disarmament, though repeatedly urged to do so by Hsu Shi-chang.

THE GOVERNMENT AND CHINESE SOVIETS.

The Government is alarmed at the report from Petrograd regarding the formation of a Chinese Workers' organisation in Russia with the object of spreading revolution propaganda and establishing Soviets in China. The Government is making inquiries in order effectively to check such activities.

(BY COURTESY OF THE "CHINA MAIL.")

DEPORTATION OF GERMANS FROM CHINA.

SHANGHAI, March 6th.

From the outposts 1,100 enemies have arrived here for deportation. More are due from Szachuen and the South. Three vessels will probably leave with them on March 15th. Their baggage is scrutinised and sealed. The *Suffolk* will escort them from Hongkong to Rotterdam.

CHINESE PEACE CONFERENCE.

SHANGHAI, March 6th.

The Chinese Peace Conference is resuming. There are now better hopes of a settlement.

THE FRAWLEY COMPANY.

The Frawley Company are opening their season at the Theatre Royal to-night with the comedy-drama "Bought and Paid for." To-morrow they are staging a genuine laughter-raiser entitled "It Pays to Advertise."

THE VICTORIA THEATRE.

Fredony and his company of vaudeville artists appeared at the Victoria Theatre last night, and should have a successful season, in spite of the many counter-attractions in the City. Opening with a musical comedy extravaganza, described as a "show with a thousand laughs," Fredony and his versatile Company, consisting entirely of lady members, kept the audience highly amused and interested with their singing and dancing. Miss Tossie Turner gave some catchy ragtime songs, and Miss Asta Erickson's ballads were greatly appreciated. Midlo Leona introduced several clever dances.

THE STUNTS.

The programme to be presented by "The Stunts" at the Canton Club theatre, to-morrow, marks an advance on the previous attempts of the Company. Mr. R. Curteis, who has been connected with the London stage in a professional capacity, is singing "Nuts," while Miss Annie Silva, another new acquisition, is down for three items, in one of which Mr. E. A. Rosario supplies the solo obbligato. Miss Effie Osmund, the most versatile member of the Company, is taking a big share in the programme; the best of her items being "Jane from Maiden Lane." Mr. H. W. Ramsey, the jester, is contributing several songs. The "Indian Love Lyrics" to be sung by Miss G. Ramsey supply the only sentimental element in a programme of 23 items, which also includes some new-fangled dances and a couple of extremely good duets, in which Messrs. Dick d'Almeida, A. Ramsey, and W. Guinness take part.

CANTON NEWS.

(BY COURTESY OF THE "CHUNG NGOI SAN PO.")

CANTON, March 6th.

DEPORTATION OF ENEMY SUBJECTS.

The Military Government announces that a Bureau has been formed to take charge of the deportation of enemy subjects, and regulations have been drawn up. Those Germans who were soldiers, sailors, or merchants, of military age, are to be deported; while those over 60 years of age, as well as those who cannot be moved owing to ill-health, and those who are doing charitable work, are exempted. The cost of deportation is to be paid by the Military Government.

THE INTERNAL PEACE CONFERENCE.

The Foreign Diplomats held a meeting in the British Legation, on March 4th, to discuss the suspension of the internal Peace Conference in Shanghai. Shortly afterwards, the British Minister visited the President. The Peking Government has requested the Chinese Envoys in Paris to explain to the Allied representatives that, in spite of the Shanghai conference being suspended, the relations between the North and the South of China would not be violated. The Peace Envoys have been warned to continue the peace negotiations, or foreign intervention is feared.

ATTACK ON CUSTOMS OFFICER.

With reference to the recent attack on a Portuguese officer of the Kongmoon Customs by bandits, the Military Superintendent of Kongmoon, who visited the officer's residence shortly after the alarm was given, found that nothing had been stolen. It is suggested that the attack was prompted by feelings of revenge. The officer's wound is not serious. The Superintendent has offered a heavy reward for the arrest of the bandits.

MILITARY MOVEMENTS.

Tong Kai-yew, Tachun of Yunnan, has telegraphed to the authorities, stating that, owing to the recent fighting in Shensi, he has sent the 6th Division of the Shensi troops to reinforce the Southern troops, who have been badly defeated. Tong adds that other armies are to be sent from Yunnan shortly.

Commander Li Kan-yuen, on the north borders, sent all the artillery corps from Shin-kwan to the Nam Hung front, (so as to prepare for the next offensive on the Northern troops in Kiangsi), when he learnt that the Peace Conference in Shanghai had been suspended.

HOW FAR SOUNDS TRAVEL.

Great interest and much discussion have been aroused in American aviation circles by the publication, by M. Camille Flammarion, in one of his journals, of the respective heights at which various sounds from the earth are heard from balloons.

The sounds and heights may be tabulated as follows:—

	Feet.
Man's shout (heard distinctly)	1,000
Sharp note of the mole-cricket	2,500
Croaking of frogs in a marsh	3,000
Man's voice and the rolling of a cart	3,255
Roll of drum and music of orchestra	4,000
Crowing of cocks, note of church bells and sometimes shouting men and women	5,000
Report of a rifle and barking of a dog	5,900
Noise of a railway train in motion	8,900
Whistle of a railway engine	10,000

All this suggests a number of other interesting questions, including:—Which is the most penetrating sound known to mankind?—*Express*.

A Shanghai Municipal Notification states that upon the resignation of Mr. W. E. Leveson, Mr. N. O. Liddell is appointed Secretary to the Council.

The Japanese papers in Kobe report that local Germans are meeting from time to time, and conferring on "means to revive commercial competition after the conclusion of peace."

A great deal of attention is being paid by the Government to aviation, (says a Peking telegram to the Chun Foo News Agency). An aerial postal service is planned. The first service will be established between Peking and Shanghai. It is understood that 100 aeroplanes have been purchased and the office of Director-General of Aviation has been created to supervise the work.

In a recent issue of the Shanghai Municipal Gazette is published the Council's acceptance of the offer of Mr. Edward I. Ezra, chairman of the Chinese Educational Committee, to provide scholarships at the Hongkong University for two pupils from the Public School for Chinese and one from the Ellis-Kadoorie Public School for Chinese. Mr. Ezra has offered to give the pupils passage to and from Hongkong, all fees and board and lodging for a period of four years.

CHINA'S RAILWAYS.

SUGGESTED UNIFICATION

GUIDANCE OF CHINESE BY FOREIGN EXPERTS.

(FROM OUR PEKING CORRESPONDENT.)

The problem of China's railways is commanding an increasing amount of attention from foreigners and Chinese alike. The present system is generally recognized as being extravagant in administration, while the building of needed roads is retarded by international jealousy. In any scheme of reorganization two interests must be safeguarded. While freedom of action must be preserved to the Chinese Government and Chinese sovereignty must not be infringed, the investments of the foreign bondholders must be protected. An authority who has given the subject a great deal of study presents the following as a plan which should meet the approval of both Chinese and foreigners:

Among representative men it is the consensus of opinion that the joint financing and the commercialization and unification of Chinese railways are essential, and that unless political rivalry and control in railway matters can be eliminated great trouble will inevitably occur.

Localization of combined political and economic influence of individual Powers, the connection between the furnishing of supplies and banking, and all features of exclusive monopoly are the chief evils which have to be eliminated, and, in order to avoid these evils and to strengthen the Chinese Administration, the following plan is submitted:—

The national groups composing the International Group—each including all institutions interested in China as far as possible—will make to the Chinese Government industrial and administrative loans. The Chinese Government shall be left free to deal with outside institutions on the condition that its chief financial supporter (the International Group) have the terms made known to it, and that the International Group have an option, upon the same terms as offered by outsiders, to make the loan. For the improvement of the Chinese Administration, and for the security of the International Group, it shall acquire that the accounting in all branches of the Administration shall be in charge of a commission containing foreign and Chinese experts, and that accounts shall be public. It may be required, in the matter of railway administration, that the equipment for all Chinese railways be purchased on a basis of equal opportunity to all industrial nations and of efficiency; that equipment and construction contracts be let by public bidding under the standards established; that foreign technical and accounting experts be employed in actual work, and that the stability and experience of the Chinese railway staff be assured by proper methods of Civil Service.

Under this system, foreign assistance rendered should follow the Salt Administration precedent rather than that of Customs, i.e., no attempt should be made to build up a foreign permanent staff until its reliability has been demonstrated. Security of tenure for efficient men, protected by sound, strictly administered Civil Service rules will, it is believed, assure a highly efficient Chinese personnel. If such a system is adopted, representative Chinese hope that permanent financial, industrial and political exploitation will not be fastened upon China. Customs and salt funds belonging to the Government are handled by foreign banks and are often retained a long time, thus depriving the Government of the use thereof. Foreigners monopolize the lucrative managerial positions of the Chinese Customs Service. This system, if extended to land, wine and tobacco tax, would amount to the progressive absorption of Chinese wealth by foreigners, and to the exploitation of China by foreign interests. Avoidance of this should be secured by making a central factor of the Chinese Administration and limiting foreign action to such control and assistance as involved the establishment of efficiency standards and enforcing the Chinese themselves to enforce them, and when pointed out by a foreign inspector, to eliminate any evil practice. The system that is established ought to be flexible enough to avoid the evils of monopoly, should introduce publicity of all financial dealings, establish standards to be maintained by the Chinese Administration—rather than cause the total displacing of Chinese by foreign management—should use foreign experts with the object of stabilizing the Chinese Administration, and should completely dissociate banking from the furnishing of materials and construction.

The Chinese Government must realize that foreign money, unless lent for political purposes, cannot be obtained without giving the most ample security. The disorganization, approaching to bankruptcy, of Chinese finance is known throughout the world, but it is not necessary or desirable that, as securities, concessions and natural resources be given. The best security consists in improved methods of Administration and of tax collection. The Chinese Government must be ready to agree to establish strict methods of accounting and a Civil Service in which, on the one hand, men will be dismissed for dishonesty and inattention to duties, and, on the other, will be absolutely secure as long as they perform their duties properly. The foreign lenders are entitled to this as security and, further, to ask that foreign inspectors be employed who should be put fully in touch with every part of the Administration. It shall not be their duty to administer but to point out cases in which the Administration fails to carry out the rules agreed upon, and in such cases the Chinese Administration shall be bound to improve its action.

TEACHING OF JOURNALISM

SUGGESTED UNIVERSITY COURSE.

Prejudices die harder perhaps in this country (says *The Daily Telegraph*) than in America, where the university curriculum has been adapted to the needs of journalism with a measure of success that encourages the supporters of a similar movement here to press forward to a realization of their object. A practical step was taken in its furtherance at a special conference, held under the auspices of the London District of the Institute of Journalists, at the hall of the Institute, on December 16th, when Professor Cunliffe, Director of the School of Journalism, Columbia University, New York, Dr. G. E. McLean, secretary of the London Branch of the American University Union in Europe, and Dr. Fish, Professor of History, Wisconsin University, attended to discuss with representative London journalists the best means of making a university course as appropriate a preparation as possible for a career in journalism. A number of university men, members of or interested in the profession, attended, at the invitation of the conveners of the meeting.

In the absence of Lord Burnham, Mr. W. L. Courtney presided and conveyed the regret of his lordship that he could not be present, and the assurance that he had much sympathy with the objects of the meeting.

Professor Cunliffe explained how the problem was dealt with in the city of New York, and offered the prescription, "First catch your millionaire" (laughter)—because that was the way in which the Columbia University School of Journalism was started. Mr. Joseph Pulitzer, the founder, realised that such a school, to be successful, must be in connection with some well-established university, and well-established universities at first regarded the proposal with as much distrust as journalists themselves. However, prejudice was overcome. Newspaper editors now refused to have anything to do with the training of cub reporters in their own offices, and it was extremely difficult now for the untrained man to get into a New York newspaper office. Dr. Cunliffe gave a detailed description of the four years' curricula, the first two being devoted to general training, and the latter two to professional training. Examinations were held twice a year, and the "mortality" at the first examinations was very high. There was a degree of Bachelor of Letters in journalism.

INFLUENCE OF THE PRESS.

Dr. McLean believed the Press had become more influential even than the pulpit, and certainly as influential as the platform. All that a university could do was to give the principles of the profession, afford a survey of the field of knowledge that must be primarily used in the profession, and teach some of the useful methods that belonged to it. The Columbia University School and other colleges in America were giving men to the newspaper profession who were trained to rise quickly and be of some use at the very beginning.

Dr. Fish observed that they must not judge the American schools of journalism by the American press to-day as it is, but by the press of a few years ago, when schools were too young, but they could already see an improvement.

Mr. F. K. Peaker (chairman, London District) moved "That a Universities Committee of the Institute of Journalists be formed to consider all methods of adapting the university curriculum to the needs of prospective journalists." He said they must get ready for the new world which Mr. Fisher's great Education Act had provided.

Professor Burnham seconded, and Mr. W. Bill, in supporting, said that for three years in the City of London School an experiment in the teaching of journalism was carried on with a fair amount of success.

Mr. F. H. Darton, of the Appointments Branch of the Ministry of Labour, said the Ministry was deeply concerned in finding a field not only for the employment but also for the training of young men whose careers had been interrupted by the war. The Government were going to pay for scholarships up to £75 a year to suitable men, and there was every reason why some should be trained in journalism. They could receive the sum mentioned whether in the university, at a technical college, or in other ways. He was sure the Ministry of Labour would co-operate with the Institute of Journalists in finding suitable men. The motion was carried unanimously.

Mr. T. P. O'Connor, in moving a vote of thanks to the American visitors, said that, in respect of the teaching of journalism, America had given us an example we might very well study, and follow. He was not much impressed with the argument that journalism could not be taught. There was no man, however original, who was not the better for having been trained.

Mr. J. E. R. Phillips seconded, and the motion was carried.

2,000 WOMEN CREMATED.

BODIES BURNED TO DISCLOSE SWALLOWED JEWELS.

The *Petit Parisien* learns from Constantinople that an inquiry has been held in regard to the Armenian massacres, from which it transpires that there were a million and a half victims, and that the men chiefly responsible for the crime are Enver Pasha, Talaat Pasha, Djemal Pasha, and the German General Liman von Sanders. According to the *Petit Parisien's* correspondent, 50 per cent. of the total Armenian population have been slaughtered; the massacre having been scientifically organised by Germany.

Among other terrible incidents recorded in that of the outraging and mutilating of 2,000 women by Kurds. It is declared that the Kurds smashed their victims' heads and set them on fire with a view to securing the jewels which they were believed to have swallowed. A whole platoon of children were put to death in the village of Br. The bodies of children were buried.

SHIPPING NEWS

ARRIVALS

March 6th
Chinkiang, British str., 1,229 tons, Capt. Mills, from Wuhu, which port she left on March 1st, with a cargo of rice, Butterfield & Swire.
Daimichi Maru, Japanese str., 1,950 tons, Capt. Fukui, from Java, with a cargo of sugar, M. Z. K.
Penang, British str., 1,423 tons, Capt. Robertson, from Hongkong, which port she left on March 3rd, with a cargo of coal, Jardine, Matheson & Co.
Haiyang, Portuguese str., 445 tons, Capt. Nogueira, from Haiphong, which port she left on March 3rd, with a general cargo.
Hanoi, French str., 739 tons, Capt. Marvan, from Haiphong, which port she left on March 4th, with a general cargo, Lapicque & Co.
King Ping, Chinese str., 1,742 tons, Capt. J. B. Hawse, from Bangkok, which port she left on February 24th, with a general cargo, China Siam Steam Navigation Co.
Kitama Maru, Japanese str., 17,951 tons, Capt. Yoshikawa, from Yokohama via Shanghai, which port she left on March 3rd, with a general cargo, N.Y.K.
Kwangyong, British str., 1,328 tons, Capt. MacDonald, from Shanghai, which port she left on March 1st, with a general cargo, B. & S.
Monteagle, British str., 3,950 tons, Capt. Harley, from Vancouver, which port she left on January 30th, with a general cargo, Canadian Pacific O. S.S.
Nankang, Chinese str., 493 tons, Captain Thirlwell, from Pakhoi, which port she left on March 4th, with a general cargo, Wo Fat & Co.
Tamsui, British str., 919 tons, Captain J. S. de Wolf, from Dalny and Chefoo, which latter port she left on February 27th, with a general cargo, Butterfield & Swire.
Yungchow, British str., 1,216 tons, Capt. Simons, from Shanghai and Swatow, which former port she left on March 2nd, with a general cargo, Butterfield & Swire.

CLEARANCES

March 6th
Chefoo, for Wuhu.
Tsouchou, for Wuhu.
Kwangyong, for Canton.
Nankang, for Shanghai.
Kiung Maru, for Kobayashi.
Sakawa Maru, for Kobayashi.
Suming, for Shanghai.
Tak Sang, for Haiphong.
Tamsui, for Canton.
Torin Maru, for Same Bay.
Tsiki, for Batavia.
Unkar Maru, No. 3, for Bangkok.
Trayam Maru, for Yokohama.
Wen Li, for Wuhu.
Wen Chou, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. *Funchow*, on March 6th:—Mr. S. S. Karanji.
 Per s.s. *Monteagle*, on March 6th:—Mr. and Mrs. Stuart Cameron, Miss Vera Mason, Dr. A. Carvalho and Mr. P. E. Doncaster.
 Per s.s. *Andre Lebon*, on March 6th:—Mrs. A. Sire, Mrs. d'Azavedo Coelho, Mr. Pasquier, Madame Ganjoir, Mrs. J. K. Mehta, Misses Bands and Taylor, Mr. S. J. Javel, Mrs. Jessie Brooks, Miss Clara Martin, Mrs. Lihan Mills, Miss Florence Sabel, Mr. Vogel, Mr. Rinders, Mr. W. W. Paterson, Mr. Charles Macarthy, Mrs. G. L. Fearn, Mr. Chandler, Mr. and Mrs. B. Maurice, Mr. Percy Norman, Mr. W. S. Drysdale.

DEPARTURES.

Per s.s. *Shinyo Maru*, on March 6th:—Miss Apcar, Mr. W. Alexander, Mrs. R. E. Alexander, Mr. F. C. Au, Miss B. A. Abbott, Mr. and Mrs. M. R. Ahrens, Dr. W. L. Ascherson, Mr. G. A. Adams, Mr. L. D. Adams, Mrs. D. B. Anderson, Mr. J. J. Blacker, Lieut. L. B. Bonham, Mr. and Mrs. E. A. Barbour, Mr. R. P. Boyce, Miss E. C. Brewer, Mr. B. L. Barena, Rev. W. J. Clarke, Messrs. P. Claudio, J. Delbourge, Mr. and Mrs. F. G. Diez, Mr. and Mrs. G. W. Drollette, Mr. A. L. van Dobbin, Mr. and Mrs. O. Doquier, Mr. J. H. Ellis, Mr. G. van Erp, Mrs. E. Eylet, Miss R. Edkins, Mrs. M. A. Everett, Mr. and Mrs. S. V. Ford, Hon. and Mrs. E. Frink, Capt. P. C. Ferguson, Rev. D. D. Griswold, Mr. and Mrs. A. J. van B. Hoekma, Mr. E. A. Herrera, Mr. N. D. Hutchison, Mrs. H. W. Hiller, Mr. R. E. Humphrey, Mr. L. E. Holden, Miss E. Hope, Mr. G. O. Holbrook, Mr. A. Hampson, Mr. and Mrs. W. S. Jackson, Miss B. Jourvel, Mr. T. G. Laver, Miss N. Low, Messrs. C. C. Lee, C. S. Low, W. R. MacFarlane, Mr. and Mrs. H. H. Miller, Messrs. P. B. Means, R. J. Mallinson, D. F. Morrison, R. MacGregor, C. K. Noor, Mr. and Mrs. J. Munch, Mr. and Mrs. H. Holden, Major C. M. Mannara, Mr. and Mrs. A. Noon, Misses N. L. and G. C. Nelson, Mr. J. Okada, Mr. S. L. O'Hoy, Miss E. Pearson, Mr. W. A. O. Platt, Mr. H. T. Palmer, Rev. and Mrs. C. R. Parker, Mrs. E. Palmer, Rev. and Mrs. T. Robinson, Mr. and Mrs. T. W. Robinson, Mr. and Mrs. C. W. Riggs, Mr. R. Rougerie, Mr. E. G. Reid, Capt. C. R. Smith, Mr. J. W. Stackhouse, Mr. and Mrs. T. W. Simmons, Miss M. Simons, Mr. and Mrs. J. Spunt, Mr. and Mrs. H. Sutton, Mr. H. T. Cudamore, Dr. and Mrs. J. R. Saunders, Mr. J. H. Taggart, Mr. J. K. Tweed, Mrs. D. H. Thebaud and son, Mr. Van der Ster, Mr. H. E. Watson, Mr. and Mrs. A. J. Wilson, Mr. and Mrs. C. Wrightson, Mr. F. S. Ward, Mr. P. Agra, Mr. E. B. Bernardo, Mrs. M. Brown, Miss B. Brown, Mr. L. E. Collin, Mr. J. Callos, Mrs. D. L. Dulu, Miss M. Daimon, Mrs. M. Espejo, Miss R. Espejo, Mr. J. A. Figueras, Mr. A. F. Kessil, Mr. W. Kalliga, Miss W. Lucero, Mr. S. Mihailoff, Mr. R. Muntzing, Mr. B. Pence, Mrs. F. S. Roll, Mr. Y. T. Ramonte, Mrs. H. Suga, Messrs. E. L. Sloaggett, C. W. Thomas, E. A. Sapp, W. H. Saul, A. M. Baker, C. H. Wolfrom, S. N. Claspill, W. Rothrock, H. D. Benefield, W. D. Chamberlain, R. Salisbury, A. McDonald, W. A. Nories, H. M. Meltobn, and M. D. Tracy.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	From Hongkong	Arrive Vancouver
"EMPRESS OF RUSSIA"	13th March	31st March
"EMPRESS OF JAPAN"	19th March	9th April
"EMPRESS OF ASIA"	27th March	14th April
"MONTEAGLE"	6th April	23rd April
"EMPRESS OF RUSSIA"	24th April	12th May
"EMPRESS OF JAPAN"	7th May	28th May
"EMPRESS OF ASIA"	22nd May	9th June
"MONTEAGLE"	10th June	4th July
"EMPRESS OF RUSSIA"	19th June	7th July
"EMPRESS OF JAPAN"	2nd July	23rd July
"EMPRESS OF ASIA"	17th July	4th August
"EMPRESS OF RUSSIA"	14th August	1st September
"MONTEAGLE"	20th August	13th September

For particulars regarding passage fares, mailage and reservation of accommodation, also illustrations of ships and descriptive literature apply to P. D. SUTHERLAND, General Agent, Passenger Dept. Phone 141. HONGKONG.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO

STRAITS, BURMA, COLOMBO, INDIA, EGYPT, etc.

MARSEILLES AND LONDON

VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NORE"	14th March	20th April	2nd May
"NOVARA"	14th March	23rd April	3rd May
"NELLORE"	14th April	18th May	27th May

* Will take same bottom Cargo for Rotterdam.—Not available for passengers.

BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DILWARA"	14th March	31st March

SHANGHAI MOJI KOBE, etc.

S.S.	Leave Hongkong about	Due Shanghai, Moji and Kobe
"NELLORE"	14th March	18th March

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to P. & O. S. N. Co. E. V. D. PARE, Superintendent.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANTO MARU No. 1...	REGULAR SERVICE FOR
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NANTO MARU No. 3...	HONGKONG, BANGKOK
SOEGAURA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
TAMON MARU No. 1...	
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CHEIAN MARU...	

FOR PARTICULARS PLEASE APPLY TO—M. KOBAYASHI, AGENT, Top Floor, King's Building, 112.

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

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HEAD OFFICE (KOBE).

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Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

For further particulars apply to—

OHU, KYOKU TRADING CO., M. HASHIMOTO, General Agents.

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JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATJAP			10th Mar.	JAPAN
TJIMANOEK	SHANGHAI	Mar.	Apr.	JAVA

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

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NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All Steamers carry a duly qualified surgeon. Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

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General Managers, York Buildings.

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KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched at the end of March to:—

SINGAPORE, PENANG AND BELAWAN DELI.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

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FULL POWERED

M. V. "LIBBY MAINE"

SAILS FOR

SEATTLE-MARCH 15TH.

FOR FREIGHT AND PARTICULARS APPLY TO

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JOHN J. GORMAN, GENERAL AGENT.

TELEPHONE 2888.

Fifth Floor, HOTEL MANSIONS.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STRAITS & CALOUTTA	STEAMERS	TO SAIL
MANILA	"YATUNG"	Fri. 7th Mar. 3 p.m.
SHANGHAI via SWATOW	"LOONGSHANG"	Fri. 7th Mar. 3 p.m.
SANDAKAN	"TAISANG"	Sun. 9th Mar. D'light.
SHANGHAI via NINGPO	"MAUSANG"	Tues. 11th Mar. Noon.
MANILA	"ESANG"	Fri. 14th Mar. D'light.
	"YUENSANG"	Fri. 14th Mar. 3 p.m.

CALOUTTA LINE.—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIKONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haikow when indicated on offer.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau, and Labud Daku.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Yokohama and Shanghai.

UNDER STRAITS GOVERNMENT PASSENGER REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photograph and description of their cargo.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.,

Telephone No. 215.

General Managers.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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Managing Agents.

"ELJERMAN" LINE.

(REDFERN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.

or to Messrs & Co., Canton.

General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI	"TUNGCHOW"	On	7th Mar. 11 A.M.
SWATOW and SHANGHAI	"KWEILIN"	On	7th Mar. 10 A.M.
SHANGHAI	"KWANGSI"	On	8th Mar. Noon.
SHANGHAI	"YINGCHOW"	On	8th Mar. 3 P.M.
SWATOW and BANGKOK	"TUNGCHOW"	On	11th Mar. 10 A.M.
SHANGHAI	"SINKIANG"	On	11th Mar. Noon.
TIENTSIN	"KWEILIN"	On	12th Mar. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Steamers having good accommodation for First Class Passengers Electric Light and Fans in saloons and cabins and excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	... Capt. J. W. Evans ...	FRIDAY,	7th Mar. at 1 P.M.
"HAIKAT"	... Capt. A. H. Stewart ...	TUESDAY,	12th Mar. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LAFFRAK & CO.,

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

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The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

Freight or Passage apply to—

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ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MAIL AND PASSENGER SERVICES

TO

STRAITS, BURMA, COLOMBO, INDIA, AUSTRALASIA, EGYPT, MAURITIUS AND SOUTH AFRICA.

FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
* NORE...	14th March	20th April	2nd May
* NOVARA	14th March	23rd April	3rd May
NELLORE	12th April	18th May	27th May

* Will take same bottom Cargo for Rotterdam. Not available for passengers.

FOR

BOMBAY VIA STRAITS AND COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA...	14th March	31st March

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai, Moji & Kobe
NELLORE	13th March	SHANGHAI, MOJI & KOBE.

Tickets interchangeable with B. I. S. N. Co. between ports common to both Companies.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

All Cables are fitted with Electric Fans free of charge and each berth furnished with an Electric Reading Lamp.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments reported of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. Gossens & Dore, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

For Further Information, Freight Rates, Freight, etc., apply to

E. V. D. PARR,

Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SHIDZUOKA MARU" 12,500 tons	Wed. 19th Mar. at 11 A.M.
YOKOHAMA	"AKI MARU" 12,500 tons	Fri. 22nd Mar. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	"NIKKO MARU" 9,600 tons	Mon. 31st Mar. at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	"BENTEN MARU" 11,000 tons	Sat. 8th Mar. at 11 A.M.
LONDON or LIVERPOOL, via SINGAPORE, MALACCA, SWATOW, COLOMBO, SUEZ and PORT SAID	"KITANO MARU" 11,000 tons	Fri. 7th Mar. at Noon.
MELBOURNE via MANILA, ZAMBANGA, THURSDAY, TOWNSVILLE, BRISBANE & SYDNEY	"INABA MARU" 11,000 tons	Sat. 22nd Mar. at 11 A.M.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, HANKOW, PANAMA CANAL	"TANGO MARU" 3,700 tons	Wed. 28th Mar. at 11 A.M.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	"YUBARI MARU" 8,000 tons	Fri. 7th Mar. at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and KANGARU	"AKITA MARU" 8,000 tons	Wed. 12th Mar. at 11 A.M.

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next Sailings from Hongkong:

"FUSHIMI MARU"	... Sat. 22nd Mar. at 11 A.M.
"SUWA MARU"	... Mon. 25th Mar. at 11 A.M.

† Omitting Manila, B.C. and Seattle.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager

Telephone 292 and 293

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
PERSIA MARU	9,000	1st April
KOREA MARU	20,000	22nd April, From YAMAHA
NIPPON MARU	11,000	29th April, From YAMAHA
HIBERIA MARU	20,000	22nd May, From YAMAHA
TENYO MARU	22,000	3rd May

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO

SAN PEDRO, SALINO, UBUZ, SALBOA, CALLAO, ARICA

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES

Steamer	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 2nd
SEIYO MARU	14,000	May 3rd
KIYO MARU	11,500	July 12th

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, LTD., and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

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Telephone 2274 and 2275

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 20,000 tons	On or about 8th March
	"PAUL LECAT" 20,000 tons	do. 28th March
	"NERA" 10,000 tons	do. 20th April
	"SPHINX" 20,000 tons	do. 20th May

MARSEILLES via SINGAPORE, COLOMBO, DUBOUI, SUEZ, PORT SAID	"ANDRE LEBON" 20,000 tons	On or about 1st April
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET.

Acting Agent, Queen's Building,

Telephone 740.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON—Monthly direct service via Singapore and Port Said.	"CELEBS MARU" ...	Sunday, 8th March
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.	"ALPS MARU" ...	Saturday, 29th March
	"KOFUKU MARU" ...	Tuesday, 11th March
	"SIAM MARU" ...	Thursday, 20th March
MARSEILLES—Monthly direct service via Singapore and Port Said.		
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.	"HIMALAYA MARU" ...	End of March
BOMBAY COLOMBO—Regular fortnightly service via Singapore.	"KOFUKU MARU" ...	Tuesday, 11th March
	"SIAM MARU" ...	Thursday, 20th March
BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.		
SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.	"LUZON MARU" ...	Middle of March
VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.	"CANADA MARU" ...	Friday, 14th March (via Singapore)
	"MEXICO MARU" ...	Monday, 17th March
HAIPHONG—Three times a Month service.	"DAITAKU MARU" ...	Saturday, 8th March

JAPAN PORTS—Nagasaki, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbor Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... Thursday, 13th March, at 9 A.M.

For KEELUNG via SWATOW and AMOY.

"KALJO MARU" ... Sunday, 9th March, at 10 A.M.

For sailing dates and further particulars please apply to—

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Manager,

No. 1, Queen's Building,

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (18,000 tons, American Registry) "CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" March 27th, 1919. "CHINA" April 3rd, 1919.

An unsurpassed high-class passenger service.

O. H. BATES, Freight and Passenger Agent, Tel. 1643.

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